

New York Stock Market

New York, April 17.—The level of prices on the Stock Exchange was barely disturbed by to-day's trading. Liquidation in a few issues, particularly the fertilizer stocks, was almost the only noticeable movement of the day, and it had no effect on the general market. Trading was more prosaic and listless after the three-day holiday than it was last week, and the amount of business fell close to the low point of the year.

There was the usual hesitation which has characterized each of the Supreme Court's "decision days" for several weeks, but when word came from Washington that no decisions were to be announced in the antitrust cases the market did not respond with the burst of activity which has been customary, business during the remainder of the day being even duller than in the evening. The tone of the market was heavy throughout the day, and slight rises were the rule, with material declines in some of the inactive issues.

While the financial community was disposed to view the Mexican situation with the same lack of serious apprehension which has been shown from the beginning, the gravity of the present situation was undeniably a factor in restraining speculation. Stock of the National Railway of Mexico sold off slightly, but hardly more than the rest of the market. Missouri Pacific was under pressure during much of the day, and declined sharply. The only other Gould security to be similarly affected were Washington & Annapolis, which yielded the same amount. Selling of the fertilizer stocks continued steadily during the day, and it was said that an important bull account, created in connection with the listing of Virginia-Carolina Chemical in Paris, was being closed out.

The utterances of the chairman of the United States Steel Corporation at the annual meeting did not present the situation in a new light, except that it gave some confirmation to reports that business in the last fortnight had been slower. The statement that business at present is large and "should be considered satisfactory" was not construed as bullish, especially when it was followed by the remark that the business of this month would be less than in March. United States Steel shares closed at nearly the low point of the day. Foreign exchange rates continued firm to-day, making a further slight advance from the higher figures at the close of last week. The firmness of currency rates, apparently due to increased activity and the hardening of discounts in the London market. In this market time money was still lower to-day, the conclusion of the mid-April settlements and the return of currency rates from the interior, as shown by Saturday's bank statement, bringing about further ease.

The complete foreign trade statement for March, which came out during the holiday, was not of a character to encourage bullish sentiment, although the value of exports broke all records for the month. Imports were the largest on record except last year, and the excess of exports amounted to only \$22,879,000, whereas the March balance in our favor had previously exceeded \$1,000,000. The statement was disappointing to those who had had expectations of huge export balances. Advances from the West gave no indication of substantial improvement in trade conditions, although it was noted that there was a moderate improvement in the tonnage movement on some railroads.

Bonds were irregular. Total sales, however, were unchanged on railroads. Total sales for the day, 112,199 shares.

New York, April 17.—Money on call, 1 1/2 to 2 1/2 per cent; ruling rate, 2 1/2 per cent. Time loans, 1 1/2 to 2 1/2 per cent. Prime commercial paper, 1 1/2 to 2 1/2 per cent. Sterling exchange, firm with actual business in bankers' bills at \$4.84 for 60 days; commercial bills, \$1.52 1/2. Bar silver, 75 1/2 cents. Mexican dollars, 45.

RICHMOND STOCK MARKET

By Richard W. Maury, Stock and Bond Broker, 1015 E. Main Street, Richmond, Va., April 17, 1911.

Virginia 5, Old Co. and R. 1902, 44 1/2; Va. Centuries, 2 1/2 C. and R. 1902, 44 1/2.

CITY SECURITIES.

Rich. City, 10, 10 1/2; 1902-1903, 95.

RAILROAD BONDS.

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

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RAILROAD BONDS

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

STREET RAILWAY BONDS

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

RAILROAD STOCKS

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

BANK AND TRUST CO. STOCK

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

INSURANCE COMPANIES

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

MISCELLANEOUS

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

QUOTATIONS FOR INTEREST-PAYING BONDS

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

MEMBERS

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

Private Wires to Principal Markets

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

Thomas Branch & Co.

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

OPEN AN ACCOUNT WITH

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

THE UNION BANK

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

of Richmond

A. R. R. Co. 7, 10 1/2; 1902-1903, 95.

Rich. City, 10, 10 1/2; 1902-1903, 95.

Official Range and Sale of Stocks in New York.

By THOMAS BRANCH & CO., Bankers and Brokers.									
Bld. Asked. SALES.									
	Open.	High.	Low.	Closing.		Open.	High.	Low.	
Chalmers, pfd.	29	29	29	29	300 Interboro-Met.	10	10	10	
Amalgamated Copper	62 1/2	62 1/2	62 1/2	62 1/2	Int. Mer. Marine, com.	10	10	10	
Amer. Agri. Chem., com.	57 1/2	57 1/2	56	56 1/2	300 International Paper	10	10	10	
Amer. Beet Sugar, com.	57 1/2	57 1/2	57 1/2	57 1/2	Int. Paper pfd.	10	10	10	
American Can	93 1/2	93 1/2	93 1/2	93 1/2	Kan. City South, com.	10	10	10	
American Can, pfd.	93 1/2	93 1/2	92 1/2	93 1/2	100 Lehigh Valley	172 1/2	172 1/2	172 1/2	
Amer. C. & Found.	63 1/2	63 1/2	62 1/2	62 1/2	Louisville and Nashville	172 1/2	172 1/2	172 1/2	
Amer. Can and Found.	63 1/2	63 1/2	62 1/2	62 1/2	Manhattan	172 1/2	172 1/2	172 1/2	
Amer. Cotton Oil	56 1/2	56 1/2	54 1/2	55 1/2	Mo. Kan. and Tex.	67 1/2	67 1/2	67 1/2	
Amer. Lined Oil	10 1/2	10 1/2	10 1/2	10 1/2	300 Mo. Kan. and Tex., pfd.	67 1/2	67 1/2	67 1/2	
Amer. Locomotive	10 1/2	10 1/2	10 1/2	10 1/2	5,200 Missouri Pacific	48 1/2	48 1/2	47 1/2	
Amer. Locomotive, pfd.	10 1/2	10 1/2	10 1/2	10 1/2	200 National Lead	62	62	62	
Amer. Malt Co., pfd.	32	32	32	32 1/2	910 New York Central	10 1/2	10 1/2	10 1/2	
Amer. Smelting	73 1/2	73 1/2	73 1/2	73 1/2	100 N. Y. Ont. and Western	41 1/2	41 1/2	41 1/2	
Amer. Sugar	118 1/2	118 1/2	118 1/2	118 1/2	500 Norfolk and Western	107 1/2	107 1/2	107 1/2	
Amer. Tel. and Tel. Co.	145 1/2	145 1/2	145 1/2	145 1/2	500 Northern	123 1/2	123 1/2	123 1/2	
Amer. Tobacco, com.	40	40	40	40	Pacific Mail	107 1/2	107 1/2	107 1/2	
Amer. Tobacco, pfd.	40	40	39	39 1/2	1,238 Pennsylvania	124 1/2	124 1/2	124 1/2	
Amer. Copper	10 1/2	10 1/2	10 1/2	10 1/2	300 People's Gas	104	104	104	
Amer. Cotton	108	108 1/2	108	108 1/2	300 Pressed Steel Car	99	99	99	
Atlantic Coast Line	10 1/2	10 1/2	10 1/2	10 1/2	100 Pressed Steel Car, pfd.	99	99	99	
B. & O. of N. Y. C.	10 1/2	10 1/2	10 1/2	10 1/2	100 Ry. Steel Spring, com.	32 1/2	32 1/2	32 1/2	
Brooklyn Rapid Transit	73 1/2	73 1/2	73 1/2	73 1/2	9,900 Reading	154 1/2	154 1/2	154 1/2	
Central Leather, com.	27 1/2	27 1/2	27 1/2	27 1/2	Republic Iron and Steel	154 1/2	154 1/2	154 1/2	
Chesapeake and Ohio	27 1/2	27 1/2	27 1/2	27 1/2	Republic I. and S., pfd.	154 1/2	154 1/2	154 1/2	
Chicago Great Western	27 1/2	27 1/2	27 1/2	27 1/2	200 Rock Island	29	29	29	
Chi. Mil. and St. Paul	119 1/2	119 1/2	119 1/2	119 1/2	200 Rock Island, pfd.	29	29	29	
Crucible Steel Cor., com.	12 1/2	12 1/2	12 1/2	12 1/2	100 St. Louis	82	82	82	
Crucible Steel, pfd.	73 1/2	73 1/2	73 1/2	73 1/2	700 Southern Pacific	116	116	116 1/2	
Colorado Fuel and Iron	14 1/2	14 1/2	14 1/2	14 1/2	Southern Railway	116	116	116 1/2	
Consolidated Gas	14 1/2	14 1/2	14 1/2	14 1/2	Southern Railway, pfd.	62 1/2	62 1/2	62 1/2	
Erie	14 1/2	14 1/2	14 1/2	14 1/2	15 Standard Oil	67 1/2	67 1/2	67 1/2	
Erie, 1st pfd.	14 1/2	14 1/2	14 1/2	14 1/2	Tennessee Copper	107 1/2	107 1/2	107 1/2	
Erie, 2nd pfd.	14 1/2	14 1/2	14 1/2	14 1/2	100 Texas Pacific	176 1/2	176 1/2	176 1/2	
Erie, 3rd pfd.	14 1/2	14 1/2	14 1/2	14 1/2	9,600 Union Pacific	176 1/2	176 1/2	176 1/2	
Erie, 4th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	500 Union Pacific	176 1/2	176 1/2	176 1/2	
Erie, 5th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	300 United States R.R.	41 1/2	41 1/2	41 1/2	
Erie, 6th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	30,400 United States Steel	76 1/2	76 1/2	76 1/2	
Erie, 7th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	1,600 United States Steel, pfd.	119 1/2	119 1/2	119 1/2	
Erie, 8th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	11,000 U. S. Car. Chemical	65 1/2	65 1/2	65 1/2	
Erie, 9th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	1,300 U. S. Car. Chemical	65 1/2	65 1/2	65 1/2	
Erie, 10th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	4,300 Va. Ry. and Power, com.	41 1/2	43 1/2	41 1/2	
Erie, 11th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	6,300 Va. Ry. and Power, pfd.	41 1/2	43 1/2	41 1/2	
Erie, 12th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	2,300 Wash.	37 1/2	37 1/2	37 1/2	
Erie, 13th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	100 Wash.	37 1/2	37 1/2	37 1/2	
Erie, 14th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	Western Union	37 1/2	37 1/2	37 1/2	
Erie, 15th pfd.	14 1/2	14 1/2	14 1/2	14 1/2	Total sales for day, 111,600 shares.				